

THE DAILY SENTINEL.

RUFUS KING & W. H. WATSON,
PROPRIETORS.

Under the Name and Firm of Rufus King & Co.

MILWAUKEE.

Wednesday Morning, Dec. 3.

Wisconsin Almanac and Annual Register for 1857.

We shall publish, on the 1st of January, No. 2 of our Wisconsin Almanac, containing, in addition to the Calendar for the year, Description of Wisconsin, List of Members of all the successive Legislatures, Tables of all the General Elections held in the State, Census of 1850 by Towns, &c., &c., &c., giving much other valuable matter. We propose to add to the material contained in the Register for 1856, the Election Returns for last November, by towns—the new Appointment Bill—the Assessment and Equalization of Property for 1856—The Vote of the Union for President—&other valuable statistics for reference, the whole making a pamphlet of about 120 pages.

Price for single copies, 25c.; a liberal discount made to those who buy to sell again.

RUFUS KING & CO.

1857 No telegraph Report last night, on account of the storm. We presume that the President's Message was delivered to Congress yesterday, and shall give it to our readers as soon as we obtain it.

We continue to more anxiety by far about the result of the struggle in the House of Whitefield's reception than about the Message. The Republicans seem to be on hand in strong force to contend for the right, from the first hour.

Our Lake Marquette—The St. Clair Flats.

The howling blast and blinding snow storm of yesterday, betokening but too surely some fresh disaster, some loss of life and property on our Lakes, reminds us once again of the vast importance and imperative necessity of Harbors of Refuge to the expanding commerce of our inland seas. The season now so nearly close has been prolific of marine disasters; and of these a large proportion must be ascribed to the want of proper Harbors. It is no exaggeration to say that the commerce of Lake Michigan alone now reaches an aggregate value of from two to three hundred millions of dollars, there is scarcely a Harbor all along its thousand miles of coast, which affords an easy entrance, or safe protection to vessels in distress, or seeking refuge from the storm. And this pressing want exists, not from any lack of capacity on the streams and shores about Lake Michigan, to receive good harbors, but simply because the Federal Government, as administered by successive Democratic Presidents, perverely and criminally neglects one of its chief duties, that of affording protection to the commerce of the Lakes.

It was only after long and weary and fruitless waiting upon Congress, for the appropriations necessary to make a good harbor at this port, that the citizens of Milwaukee took the initiative themselves and devoted their own means to secure an indispensable object. By the expenditure of \$125,000 they have secured, the not yet completed, the new Harbor to be found on Lake Michigan. A glance at the map will give the distant reader an imperfect idea of the admirable position of Milwaukee for a Lake port. In front of our city lies a noble bay, some six miles across and deep, well sheltered from North and South by projecting points, and affording good holding ground to vessels in the heaviest weather. Four or five rods out there the sea was calm of yesterday, in perfect safety. Nearer opposite the central point of the Bay, the mingled waters of the Milwaukee and Menomonee rivers—which unite their streams some ten miles above their common mouth—flow into the Lake. It is at this point that the old Government Harbor, as it is called, was built. It is formed of two piers of crib work, 200 feet apart, and extending some six or eight hundred feet into the lake; the depth of water at the outer end and between these piers varying from 10 to 12 fathoms. The piers of the Government Harbor are in bad condition, and the winding channel of the river inside always makes this approach a difficult one for vessels in stormy weather, or with head winds. It was to remedy this defect and afford an easier and more direct access to our port that the new Harbor, or Straight Cut, was projected. We have already described at length the admirable works just completed at this point by Mr. J. A. Hassouck, the contractor, at the cost of the city, and under the vigilant and able supervision of M. H. W. Guyuron, the U. S. Harbor Agent. We venture to say that no better work of the kind can be found anywhere on the Lakes.

Michigan and Wisconsin.—These two sister States voted very much alike in the recent Presidential election. Both gave the record Presidential election. Both gave Wisconsin a very heavy majority over Buchanan. In both Florida received a mere fragment of a vote. In both the Republicans elected the entire Congressional Delegation and decisive majorities in both branches of the State Legislature. The aggregate vote, however, the two States, is almost exactly, reaching 125,501 in Michigan, and 122,309, (including rejected returns,) in Wisconsin.

The vote of these two States, in previous Presidential elections compares as follows, with their recent vote:

ANOTHER TERRIBLE GALE.

WINTER SET IN IN EARNEST!

Marine News.

THE STRAIGHT CUT IN SERVICE.

A storm from the North-East, accompanied with driving snow, set in on Monday night, and by midnight the gale grew to be quite severe, and increased all day yesterday, till towards evening it was scarcely possible to keep one's feet in the streets, and great drifts of snow were piled up against the buildings wherever the cables of the storm carried the masses which filled the air. It was almost as wild a day as we ever have seen in Milwaukee.

Even the proclivity men admit that Titus has been completely routed in this, as in the other engagement, when his band of brigands fled out so hastily for quarter, as Walker's brave boys drew down upon them.

Capt. Walker and his company of 100 men have been received into the service by Gov. Geary, and are now posted at Lawrence together with a company of U. S. dragoons. Practically, this is a most important concession to the Free State men, as they are thus enrolled, fed, clothed and put under pay, and enabled so as to acquire the most thorough military efficiency by their constant drill.

This move, of course, excites great dissatisfaction along the border of Missouri. The piratical hordes of borderers, who are accustomed to make their monthly raids over the Eastern portion of Kansas, are not pleased with these new arrangements for their safety.

The schooner *Storm King*, which has been aground at the Manitou, was towed into port just in time to escape the gale, but somehow got stuck of the big *Algonquin* inside of the old government pier, and both vessels sank, in a place more dangerous to other vessels trying to get to them.The schooner *Charlotte* got safely in with but slight damage.The schr. *Charlotte*, having been got off from a dangerous position on the other side of the Lake, was brought into this port safely.The schooner *Charlotte* got safely in with but slight damage.The schr. *Charlotte*, having been got off from a dangerous position on the other side of the Lake, was brought into this port safely.The schooner *Charlotte* got safely in with but slight damage.The schr. *Charlotte*, having been got off from a dangerous position on the other side of the Lake, was brought into this port safely.The schooner *Charlotte* got safely in with but slight damage.The schr. *Charlotte*, having been got off from a dangerous 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